

PRICE \$2½ PER MONTH

SHIPPING Orders may be obtained from the  
 Undersigned at or later than the 25th inst.  
 for shipment per steamer "PROMETHEUS"  
 BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 20th August, 1888.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamers  
 "LAETES" and "PROMETHEUS" are  
 hereby notified that the Cargo is being dis-  
 charged into Craft and/or landed at the G.  
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 Good and undelivered after the 27th inst.  
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 BUTTERFIELD & SWIRE, Agents.



## INTIMATIONS.

## DINNORF'S FLUID MAGNESIA.

DINNORF'S FLUID MAGNESIA.  
The best Remedy for Acidity of the Stomach.  
DINNORF'S FLUID MAGNESIA.  
For Heartburn and Indigestion.  
DINNORF'S FLUID MAGNESIA.  
The best Mild Laxative for Delicate Constitution, Women, Children, and Infants, and for regular use in Warm Climates, Dinnorff & Co., Chemists, London, and of Druggists and Storekeepers throughout the World.  
N.B.—Ask for DINNORF'S MAGNESIA.  
Agents—A. S. Watson & Co., Hongkong. (126)

## L E A AND PERRIN'S SAUCE.

L E A AND PERRIN'S SAUCE.  
The Original and Genuine.  
WORCESTERSHIRE SAUCE.  
The authentic signature of Lea and Perrin is on a label, sold wholly by the Proprietors, Worcester, and Cross & Blackwell, London.

## L E A AND PERRIN'S SAUCE.

L E A AND PERRIN'S SAUCE.  
Of Green and Clean Growth and the world.  
SILICATED  
FOR  
CARBON FILTERS.

## WITTE MOBILE BLOCKS.

## FOR PURIFYING DRINKING WATER.

A Shipment of these Filters in three useful sizes has just been received by the Underwriter.

## A. S. WATSON &amp; CO., LIMITED.

## THE HONGKONG DISPENSARY.

Hongkong, 1st May, 1926. (122)

## NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour, they are supplied at a discount.

## The Daily Press.

HONGKONG, AUGUST 21st, 1926.

The new commercial treaty between France and China, a translation of which was published yesterday, creates two open trading ports on the frontier between China and Tonquin, where trade may be carried on substantially on the same conditions as at the Treaty Ports with the important exception that the import and export duties are to be smaller. The transit duties are the same as at the ports and the system is subjected to the same rules. The import duties on foreign merchandise are diminished by one fifth, and the export duties on Chinese produce by one third. One has been taken to keep the Frontier Customs wholly distinct from the Maritime Customs. The trade between the two frontier stations may be carried on under conditions analogous to those governing trade between two treaty ports, provision being made for drawback certificates, etc., but none of the documents issued by the Frontier Customs will be recognised by the Maritime Customs, and even Chinese produce exported by way of Tonquin to a Chinese port will be treated as foreign goods, will have to pay duty as such, and will be entitled to the benefit of the transit pass system on being conveyed into the interior. The rationale of this broad distinction between the Frontier and Maritime Customs is not very easy to understand as a matter of abstract reasoning, but it is undoubtedly convenient to the Chinese on two grounds: first, owing to the loose connection between Yunnan and the Central Government and the slender control the latter has over the officials in that distant province, it would be difficult to work a combined system satisfactorily; and, second, because unless some such distinction were drawn the most favoured nation clause would give other nations the right to claim at the Maritime Customs Stations the same reduction on the existing tariff as the French have secured for the land trade. Even in spite of the distinction such a claim might be urged, and it was in fact urged by the British Board of Trade in the correspondence with reference to the treaty of the 5th June, 1885. Presumably the claim has been waived, as nothing more has been heard of it. The only argument we have seen advanced against the claim is that the reduction in the tariff is intended as a sort of set-off against the extra cost of land carriage. This is an argument which ought not to be allowed to prevail, because if it were carried to its logical conclusion it would involve a different tariff for every port according to the extra distance the goods had to be carried beyond the nearest port, which would be absurd. However, the distinction—unnecessary as we contend it is—has been set up between the Frontier and the Maritime Customs, and will have to be acquiesced in, for there is not the remotest probability that any agitation for the reduction of the maritime duties would have the least chance of success.

The situation is not without its compensation for British interests, for, although the setting up of the distinction above noted may prevent the application of the conditions of the new treaty to the maritime trade, the most favoured nation clause of the Frontier Treaty will give Great Britain the right to demand their application to the land trade between Burma and China. The pioneers of trade in that direction, therefore, will start with the advantage of a low and well-defined tariff and a well-protected transit pass system ready for adoption. The important question remaining is whether the Yunnan Authorities will really carry out the engagements of the Imperial Government, or whether the transit pass system will not remain as much a dead letter in that province as it is in Kwangtung and Kwangsi. How far this system has been carried out in the latter provinces is well known. Now that the

French are pushing in from the Tonquin side and will certainly press for all the advantages they can get—whether they get them or not—it becomes more than ever important for us to press for all the advantages to which we are entitled on this side, including the full and complete application of the transit pass system, which could not fail to give a great and much needed stimulus to trade. At the same time the opening up of the West River should be agitated for, and, if possible, under such favourable conditions as would place goods penetrating the South-west of China from that direction in a position to carry on a fair competition with goods penetrating from the Tonquin side, notwithstanding the more favourable tariff enjoyed by the latter.

The P. & O. steamer *Brindisi*, with the next outward English mail, left Singapore at 5 p.m. on Thursday, the 19th inst., for this port.

The Pacific Mail steamer *City of New York*, which arrived here yesterday morning, brought on board the amount of \$384,180.17.

The San Francisco *Call* says the Pacific Mail Co.'s new steamer *Starbuck* will be placed on the Panama route, taking the place of the *City of New York*, and the latter named will run to China and Japan.

By kind permission of Captain Gill, Divine Service will be held on board the British barque *C. J. Stevens* tomorrow morning at 10 o'clock, by the Rev. A. G. Goldsmith, Seaman's Chaplain. The Bethel Hall will be hosted.

The Nagasaki *Zaimin Sun* says that according to advices from Korea, per steamer *Tachibana*, a Chinese high commissioner named Wu Tse Jen, has been in Wladivostok for some time past, in connection with the Russo-Chinese frontier question, which has been being settled.

Yesterday Mr. J. B. Irving and Captain Thomsen were sworn in as Members of the Hongkong Legislative Council, the former in place of the Hon. W. Kewell, the latter in place of the late Mr. Stewart to the Colonial Secretary.

The case against the Chinese constables was fixed for further hearing at the Police Court yesterday afternoon, but has not come into the court.

Mr. Webster, the solicitor for the defence, being detained at the Supreme Court. The case was simply further adjourned to eleven o'clock this morning.

The *Japan Gazette* says—Another European has succumbed to the cholera pest at Yokohama. About half-past eight on the morning of the 18th instant, a European, an American subject, formerly residing at No. 1, a house called "The Old Brown Jug," was taken to the hospital at Aikawa. He died about an hour and a half after being taken there.

The British steamer *Thurston*, which arrived here yesterday from Nagasaki, which port she left on the 18th instant, reports having encountered the typhoon on the morning of the 18th, in the shape of a strong S.E. gale with very high cross seas. She shipped very heavy seas, which damaged her deck fittings.

The Hongkong *Call* and *Macao Steamboat Co.* steamer *White Cloud* will make an excursion to Macao and back to Hongkong on the 22nd instant, leaving at 10 a.m. and returning at 10 p.m. The excursion is to be held in honour of the Governor, Sir de Roux. The advertisement giving particulars will be found on our front page.

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The *Japan Gazette* says that telegrams have been received in Yokohama stating that, according to a dispatch received from A. N. Talan & Co., while a telegram from San Francisco to Yokohama, was received on the 19th July on the east coast of Honshu, Chishima province, Hokkaido. Captain Albert Nelson and his crew of 20 men were on board the Japanese steamer *Shinko-maru* and taken to Nemuro, from whence they were forwarded to Hakodate by the *Gambu-maru*.

The *Japan Mail* of the 11th inst. says:—An accident of a very serious nature occurred a few days ago in connection with the work of breaking up the wreck of the *City of Tokyo*, which steamer, it will be remembered, ran ashore near Cape Sagami some months back. Considerable quantities of dynamite are employed to assist in the work of breaking up the wreck, and on the 10th inst. a large quantity of dynamite was exploded, the result of which was the blowing up of the boiler, and the explosion took place was smashed to fragments and of the men on board at the time four were killed outright—the bodies in the water being lying in a very mutilated condition, and many more were seriously injured.

The Secretary of the United States Navy has been ordered to send a detachment of 100 men to the Japanese coast, to assist in the work of breaking up the wreck of the *City of Tokyo*, which steamer, it will be remembered, ran ashore near Cape Sagami some months back. Considerable quantities of dynamite are employed to assist in the work of breaking up the wreck, and on the 10th inst. a large quantity of dynamite was exploded, the result of which was the blowing up of the boiler, and the explosion took place was smashed to fragments and of the men on board at the time four were killed outright—the bodies in the water being lying in a very mutilated condition, and many more were seriously injured.

M. Romany, the celebrated Hungarian violinist, has been ordered to send a detachment of 100 men to the Japanese coast, to assist in the work of breaking up the wreck of the *City of Tokyo*, which steamer, it will be remembered, ran ashore near Cape Sagami some months back. Considerable quantities of dynamite are employed to assist in the work of breaking up the wreck, and on the 10th inst. a large quantity of dynamite was exploded, the result of which was the blowing up of the boiler, and the explosion took place was smashed to fragments and of the men on board at the time four were killed outright—the bodies in the water being lying in a very mutilated condition, and many more were seriously injured.

The following account of the concert given by the Japanese Imperial Palace, on the afternoon of the 10th August, is published in the *Japan Mail*. The concert was given by the Japanese Imperial Palace, on the afternoon of the 10th August, is published in the *Japan Mail*. The concert was given by the Japanese Imperial Palace, on the afternoon of the 10th August, is published in the *Japan Mail*.

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sented.

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**H I N G K E E**

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**STEAM LAUNCH**  
Have always on hand supplies of  
COAL for HOUSEHOLD STEAMERS.  
MODERATE TARIFF  
No. 18, TUNG MAN L  
HONGKONG.  
Hongkong, 17th September, 1885

(Издана Москва: РАБОТНИКЪ И СОЮЗЪ ВЛАСТИ.)

with consciousness and pneumatic pains, have an attendant to watch by her.

There was will be despatched as above on or

about the INDIA, Amr. ship, Nist.—Arnhold,

Karberg & For Freight, apply to **RUSSEL**

L & Co.

1886  
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STEAM LAUNCH  
Have always on hand supplies  
COAL for HOUSES, STEAMERS, &  
MODERATE FEE  
No. 13, TUNG MAN L  
HONGKONG.  
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For its lasting and natural fragrance.

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The Finest FLOUR in the Market is

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STRENGTH AND COLOUR UNRIVALLED

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CARIE BLANCHE DORRE.

EXTRA RESERVE CUVÉE.

In Cases of 2 dozen bottles, \$18.

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"CHAMPAGNE MONOPOLE."

HEIDSIECK & Co.

MONOPOLE RND SWAL (medium dry).

Do. Rnd Fort "Sec" (dry).

Do. Gold Foil "Dry" (extra dry).

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TRICHOIDE COTTAGE PIANOS.

COMPLETE IRON FRAMING AND

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Payable also by Monthly Installments from

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PAINTS, OILS, VARNISH.

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CHAS. HEIDSIECK'S

CHAMPAGNE, 1890, WHITE SEAL.

\$21.00 per case of 1 dozen quarts.

\$22.00 per case of 2 dozen quarts.

\$23.00 per case of 3 dozen quarts.

CLARET, GRAND VIN LEVILLER.

\$25.00 per case of 1 dozen quarts.

CLARET, CHATEAU LAROSE.

\$19.00 per case of 1 dozen quarts.

PONTNET CANT.

\$7.50 per case of 1 dozen quarts.

PALMER MARGAUX.

\$9.50 per case of 1 dozen quarts.

\$3.50 per case of 2 dozen quarts.

LORMONT.

\$5.00 per case of 1 dozen quarts.

JOHN WALKER & SONS.

OLD HIGHLAND WHISKY.

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\$14.00 per case of 1 dozen quarts.

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On Coal at \$1.00 per Annum.

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Merchandise stored

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